

JAPAN WANTS THE SUBMARINE BOAT.

Three of 40-Knot Speed Under Contract for South America.	Two of Her Naval Experts Closely Examine the Holland.
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AFTER THE ELLIDE MODEL. A -- SIGNIFICANT ACTION

Charles R. Flint's American Spend Their Only Day in New
Ordnance Company Has York Crawling Through a
Begun the Work. Machine of WAR

FOR THE ARGENTINE REPUBLIC.	OF PRINCE TAKEHITO'S SUITE
Experiments to Fix the Form of Waves Thrown Off by the Ellide Will Be in Progress This Week.	The Experts Represent the Adopted Son of the Mikado, Who Stopped in New York on His Way to Japan.

Three forty-knot torpedo boats are to be built in this country for a South American government. The order has been placed with the American Ordnance Company, of Bridgeport, Conn. The president of the company is Charles R. Flint, of this city. When questioned on the subject yesterday, he admitted that such a contract had been made, and said that work on the engines had already begun at the Bridgeport shops. The destination of these speedy craft is said to be the Argentine Republic. The task of obtaining forty-knot speed is reckoned a herculean one. If obtained, it will be the highest for any water craft in the world.

Two officers of the Japanese Navy were down to the Crescent Shipyards, at Elizabethport, yesterday morning, and inspected the new Italian torpedo boat, that strange submarine monster of warfare of which so much has been written and of which so little is really known. The officers were Captain Funaki and Lieutenant Kato, members of the staff of Prince Takamato, who may occupy the Japanese throne as he is the adopted son of the Mikado, and the Crown Prince is in poor health.

The Prince and his suite arrived in New York Saturday on the Umbria. They were at the Waldorf, but left last evening for Vancouver, whence they sail for Japan.

RECORDS OF BRITISH TORPEDO BOAT CATCHERS.

Name.	Displacement	Speed for six runs	Speed for 3 hours	Pounds steam pressure during last 3 hours	Horse-power of engines	Revolutions on shaft	Speed in miles
Thresher	300	30.369	30.340	208	6,000*	359	34.0
Sparrowhawk	300	30.058	30.200	214	6,000	363	34.8
Virago	300	30.670	30.049	217	6,000	352	35.2
Quail	300	30.585	30.120	224	6,000	365	34.9
Chamois	300	30.500†	30.338	220	6,000	386	35.1
Whiting	300	30.200	32.890	220	6,000	392	37.7
Bat	300	30.700	30.000	215	6,000	400	37.5
Fame	272	30.135	30.168	210	5,804	380	34.7
Earnest	300	30.000	30.300†	218	6,000	389	34.0
Star	300	30.380	30.100	225	6,000	385	34.9
Griffin	300	30.250	30.120	220	6,000	370	34.8
Turbanla	—	35.000	**	**	2,400	—	40.90-130

*Horse power developed on trial of three hours' run, 6,500.
†Approximate.
‡Maximum speed during run, 31.48 knots.
§At 1200 lbs. steam pressure per sq. in. of horse power.

During the last three years South American governments have placed numerous orders in Europe for fast torpedo boats. The firms which have handled a majority of the orders have been Thornycroft, of England, and Schichau, of Germany. No continental firm has dared to guarantee a speed of over thirty-two knots an hour. An American establishment, however, has

It was fully intended to give a test of the powers of the boat, a cruise through the Sound to show the ease with which the boat may be submerged, run under the surface of the water and brought to the surface again. An accident made this impossible. One of the workmen, while working with the dynamo, dropped a piece of steel fling into the delicate mechanism. This obstruction could not be found, and a test was abandoned. It was impossible to run the dynamo while the boat was submerged, and the workmen, finding this, abandoned the project.

The first of these experiments was had last Saturday, when the Etlide was towed by the "Holland" while under water without the "measured mile" in less than 2 minutes. The boat had wind and tide in her favor, but with all deductions made, she attained a speed of over 10 miles an hour. The second part of the performance of the Etlide was the accomplishing of such high speed on a displacement of about 3,000 tons, that she was able to develop over 1,200 horsepower. In the ship yards of Europe it has of late been announced as a maxim that the displacement of a ship should be such that she will hito expected to be present at the examination, but in the engagements yesterday.

about 300 tons. In this tonnage English naval architects have been placing engines of 3,000 horsepower, and the hulls in course of construction in English yards, three torpedoboot catchers of but little over 320 tons displacement, and a minesweeper. These last mentioned craft are designed to attain a speed of 33 knots an hour.

At variance with the American firm undertakes to turn out three boats with a speed of forty knots an hour, and to attain a speed of 35 knots to be attained with craft of not

When the Japanese officers reappeared upon the deck their collars were and would have been a source of disgust upon their garments and faces.

The Japanese were sadly disappointed not to see within the hour the American boats returned to New York, accompanied by Mr. Holland, Mr. Frost and Captain Selcey.

Mr. Selcey said that all naval men were interested in submarine navigation and would not miss a chance to look upon the boats of the Japanese. Lieutenant would give his opinion of

The new 33-knot boats, building for the British Navy will have a horsepower development of 10,000 is the same as carried by the Atlantic greyhounds Embury and Eclair.

In the event of the success of the new 33-knot boats, it may safely be predicted that the next generation will be due primarily to the hull line of the vessels. The great speed of the Ellida, the assassin, was due to the small vessel. It does

away with much horsepower. American shipbuilders have been working for years on the problem of obtaining the maximum output from the finest fluid vessels in the world. The attention of these shipbuilders is now turning to the problem of increasing the speed of their vessels. It is noted the world over.

Charles R. Flint, who has undertaken the South American trade, has ordered out in 1932 the Chilean war ships Victoria and America, and during the China-Japan war he purchased the Chilean and sold Japan the Chilean Esmeralda.

Some remarkable speed showings have been made by the Chilean torpedo

and Spain wants it. The United States Navy has bought it. It is the subject of an inventor's claim. The boat has been examined from the outside by many reporters and has been allowed to inspect her machinery to any extent until yesterday.

It is thought that the Chilean people have to keep the construction of the boat a profound secret, therefore it is thought that the boat is a secret of the Japanese Government, represented by Rear-Admiral and Prince Takahito. The Prince's official order is to the Japanese Government, Yachi, held a conference.

It is not known just how soon the ship will be ready for service yesterday with the Holland people. She has been tried out in the narrow straits of water upon which the shipyard from which it came is situated and has been submerged several times. The test will be made as soon as possible, twenty-four miles more off Sandy Hook, with a revenue cutter near by and several naval officers detached from the fleet.

Impressive Ceremonies at Temple
Everyday El and an Eloquent Eulo-

CAUGHT DRINKING ACID
William Grover's Discovery Made Love-
sick Bertha Bahr's Attempted
Suicide a Failure

Eighteen-year-old Bertha Bahr yesterday afternoon attempted suicide at the home of her aunt, Mrs. Tegetmeyer, New Brunswick, N. J., with carbolic acid she had purchased in the morning at Stevens's drug store.

was carried into the synagogue, preceded by General Daniel Butterfield, James Seligman, Isaac Eppinger, S. M. Schaeffer, E. Lehman, James H. Hoffman, D. J. King and William Einstein, who acted as honorary pallbearers. The services commenced with a prayer by Dr. Silverman, which was followed by an impressive eulogy delivered

By Dr. Gotthell. If the stones or the edifice could speak," said the preacher, "they would resound with praises of Lew's May. Go where you will, you will hear none to criticize, none to blame, but all to praise."

A feature of the funeral was the wealth of floral decorations displayed. After the

services the body was taken to Salem Fields Cemetery, Cypress Hills, and interred in the family plot.